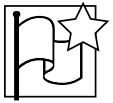


Commodore: Marili Green Reilly
Vice Commodore: Jim Douglass
Secretary-Treasurer: Karl Quade

February 2007



COMMODORE'S LOG

Marili Green Reilly, *Commodore*

Finally, the snow and ice cleared, and we were able to hold our January meeting. I appreciate your patience – and your thank-you's – at our having to postpone the meeting a week. If you didn't receive an email about the postponement, please contact our Webmaster, Jim Himes, to make sure he has your current email address. Many thanks, to Bob Gales and Gail O'Neill, who were willing to step up their presentation a month when John and Jan Dees were not able to reschedule the presentation they'd planned. We plan to reschedule the Dees' presentation for a future meeting.

There won't be a program in February, as we are anticipating making a thorough presentation on the proposed fee increase. Please see my article elsewhere in this Foghorn for a description of what we have planned. I hope you will come to the February meeting to vote on this proposal and ensure that RCYC has adequate funds to see our immediate plans to fruition and to safely sail through any future economic storms.

RCYC lost a Past Commodore and a good friend on January 21. Larry Corderman has been the driving force behind our clubhouse remodel since 2002. He not only oversaw the remodeling efforts, but, with the help of a few apprentices, built the clubhouse cabinetry and furniture in his own garage – from the closet and entertainment center at the east end of the clubhouse

to the bookcase, bar, and cabinets at the west end. His innovative design for our rolling table cabinet provides a practical storage solution and a useful counter.

Though our "new" clubhouse will remain his most visible legacy, there were many less tangible gifts that he gave his friends in the club. I always loved having the opportunity to tie up next to *Fiddlefoot* on cruises, because I knew there would be lots of good stories told throughout the weekend. And you could always count on Larry's ham at the potlucks; I've seen people hold up the line while they waited for him to bring it to the table.

Larry's sense of humor was wonderful. I would always look for ways to kid him, just to hear that big laugh of his and see his eyes sparkle. And I can't think about a Commodore's Ball without remembering him and Malyn – and more recently Carolyn – out on the dance floor. I know I'm not the only woman in the club who eagerly awaited an opportunity to try out Larry's brand of the Swing.

On the Board he was a mentor and a role model, always taking the time to make sure that every voice was heard. I was pleased to join the Board as a Director the year he returned to the Board as Vice Commodore, and it was Larry, in his role of Rear Commodore; who recruited me to move up the chairs.



DESIGN BY JANICE CHOY-WEBER

One thing that Larry couldn't do during the clubhouse remodel was make the room any bigger; so regrettably, his many non-RCYC friends will not be able to see his handiwork as we bid him fair winds over the bar. Instead, we will have an opportunity to share our memories of Larry Corderman at a Celebration of Life to be held at Portland Yacht Club, Saturday, February 17, 2007, at 4:00 p.m.

Just as you do, I have many fond memories of Larry Corderman, and my thoughts are with Carolyn as she continues along the next leg of this journey without him.



Ship Stores

With the new year, comes a new peddler for ship stores. First off, Larry Wintermeyer did a wonderful job. The inventory has been reduced to a manageable level. The good stuff is all gone. What is left will go on sale in March.

An additional feature available is custom embroidery on your own garment, screen printing too. Your name can be added for a reasonable charge, estimates gladly given. If you want your logo, that is possible and will cost a bit more.

I am looking for suggestions on things to sell. If you have an idea, contact me. With luck it will happen.

Terry Foren, Peddler

Soup and Sail



Foghorn Copy Deadline - 26th of the month.

Think a month in advance for any time sensitive articles or events.

Please send articles, announcements or any other Foghorn contributions marked Foghorn with titles to ALL editors and graphics individuals listed below:

Lead Editor: Joyce Jensen <joyceandbrad@msn.com>

Editor: Judy Oxborrow <mikeox@qwest.net>

Editor: Simeon Hyde <simeonhyde@earthlink.net>

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Graphic design/layout: Robert Phillips <rphillips@web-ster.com>

Final proof: Wade Cornwell - 503-282-5466

Photographer: Hans Geerling <hollyhilltreefarm@yahoo.com>

If you are interested in being a part of the Foghorn team, please contact anyone listed above.



Vice Commodore's Report

Jim Douglass, Vice Commodore

We had a nice time in Arizona and Southern California for the last three weeks, but are now back in the land of cold, wind, and snow. The Picks send their best wishes.

The news about Larry Corderman's death was really hard on me, as I have worked with Larry on the club house and the head walk, and he was the reason I spent two years on the board. I visited Paul Glynn and Russ Downing in the hospital. Paul had gall bladder surgery, but he is now at home and doing fine. Russ had surgery to remove a brain tumor, but more tumors were found. He is now at home, has a pretty scar, and is off pain medication. We hope that both Paul and Russ will be OK.

We are going through a trying time adjusting budget and dues, but our Commodore and the Board want to make one good effort and get it right the first time. The job gets a little complicated when you put reworking Walk 5 and the gate, as well as the usual financial needs of the Club all in the pot, and try to solve the problem all at once. Our goal is to redo Walk 5 before we have to do massive repairs on its present structure and do it before the cost escalates too much, so the timing is very important. The safety of the people, the boat houses, the boats, and Billion house are really the major concern. So bear with us as we take the time to do it right the first time around.



Fred and Doug moving and changing dredge pipe in the Walk 4 fairway.



Letter to Members

At the February meeting, you'll be asked to vote on a funding issue that will help to maintain our club's financial stability into the future. The changes proposed will prepare the club for known future expenses such as dredging permits, replacement of Walk 5 and related buildings (shop, shower, etc.), and replacement of our gate. It will also begin to build a fund that can be applied toward essential maintenance of the moorage, clubhouse, and parking lot; paying off our current debt; and offsetting general cost inflation. As custodians of this organization, the Board feels strongly that this action should not be delayed.

The proposed fee increase is \$24 per month per Active Member or Life Member and \$12 per month per Inactive Member, both to be billed quarterly. Inactive Life Members would continue to pay no fees or assessments.

The fee increase will show up on your billing as a new line item, Loan Repayment Fund. This fund will be used exclusively



to service our outstanding debts. These debts include commercial loans taken out to replace Walk One and the Head Walk as well as member-held F Bonds. The Board and Long Range

Planning Committee will make a yearly evaluation of the need for loan repayment funds and recommend adjustments as necessary. As always, all capital improvements and loans will continue to require approval by the membership.

The proposal that will come before you also includes adjustments to three other items that appear on your quarterly billing statement: We're proposing a reduction in Dues and in the Capital Improvement Fund, as those accounts will no longer be used to service our debts. The Capital Improvement Fund will continue to be used for smaller projects and down payments on large projects that require financing. The total reduction in those two funds is about \$10 per month, to be billed quarterly. The Activities Fund would be increased by \$3 per month, to be billed quarterly, to reflect more accurately the cost of the activities we now enjoy.

Compared to the annual increases charged by public marinas and other clubs, the occasional adjustments RCYC has made to moorage, electricity, or capital improvement fees over the past twenty years have been minimal. We remain one of the best

deals on the river. The Board made a comparison of the full charges paid by RCYC's active members to moorage and electricity charges at local marinas.

Even with our proposed fee increase, it would still cost, on average, 23% to 38% more to keep a boat at McCuddy's or Tomahawk Bay than at RCYC. Plus, we receive all the social benefits of club membership that tenants of commercial marinas do not receive.

If our fee increase is approved, our research shows that Portland Yacht Club members will be paying, on average, 42% more per month during 2007 than RCYC members with similar sized boats.

I've included elsewhere in this issue a table outlining how the fees increase will impact members on a walk-by-walk basis. I will have more information at the February meeting, and have asked the Long Range Planning Committee and other members to be available to help answer any questions you may have about this proposal.

RCYC has a long tradition of providing more than just a moorage to our members. We are a club, providing all the social activities, cruises, racing, education, and camaraderie as well as the responsibilities of club membership. I encourage you to consider the bonuses of being part of this yacht club and help us prepare for our future improvements and maintenance when you come to the February meeting.

Sincerely,

Marili Green Reilly,
Commodore



Open House for Prospective Members

**On February 25th,
from 2:00 to 4:00 pm,**

Rose City Yacht Club will host an Open House for prospective members. We will be inviting all of the people who visited our booth at the 2007 Portland Boat Show and expressed an interest in learning more about RCYC membership. If you know someone you think would make a good RCYC member, please invite him or her to come.

Rose City Yacht Club Summary of Quarterly Billings, by Walk

CURRENT		PROPOSED		CHANGE
Item	Amount	Item	Amount	
Walk 1				
Dues	27.50	Dues	25.00	
Electricity	20.00	Electricity	20.00	
Moorage	217.00	Moorage	217.00	
Activities Fee	6.00	Activities	15.00	
Capital Improvement	112.00	Capital Improvement	85.00	
Dredging Fund	15.00	Dredging Fund	15.00	
	<u> </u>	Loan Fund	92.50	
	397.50		<u> </u>	72.00
			469.50	
Walk 2				
Dues	27.50	Dues	25.00	
Electricity	12.00	Electricity	12.00	
Moorage	187.00	Moorage	187.00	
Activities Fee	6.00	Activities	15.00	
Capital Improvement	112.00	Capital Improvement	85.00	
Dredging Fund	15.00	Dredging Fund	15.00	
	<u> </u>	Loan Fund	92.50	
	359.50		<u> </u>	72.00
			431.50	
Walk 3				
Dues	27.50	Dues	25.00	
Electricity	11.00	Electricity	11.00	
Moorage	171.00	Moorage	171.00	
Activities Fee	6.00	Activities Fee	15.00	
Capital Improvement	112.00	Capital Improvement	85.00	
Dredging Fund	15.00	Dredging Fund	15.00	
	<u> </u>	Loan Fund	92.50	
	342.50		<u> </u>	72.00
			414.50	
Walk 4				
Dues	27.50	Dues	25.00	
Electricity	11.00	Electricity	11.00	
Moorage	171.00	Moorage	171.00	
Activities Fee	6.00	Activities Fee	15.00	
Capital Improvement	112.00	Capital Improvement	85.00	
Dredging Fund	15.00	Dredging Fund	15.00	
	<u> </u>	Loan Fund	92.50	
	342.50		<u> </u>	72.00
			414.50	
Walk 5				
Dues	27.50	Dues	25.00	
Electricity	13.00	Electricity	13.00	
Moorage	201.00	Moorage	201.00	
Activities Fee	6.00	Activities	15.00	
Capital Improvement	112.00	Capital Improvement	85.00	
Dredging Fund	15.00	Dredging Fund	15.00	
	<u> </u>	Loan Fund	92.50	
	374.50		<u> </u>	72.00
			446.50	



Moorage Matters

Loren Beach, Moorage Chair

As we go to press, the dredge has just been put away for the season, and some of the floating pipe has been wet-stored. Boats that had been moved in order to deepen slips have returned to their homes.

We have two member boats temporarily using other member's slips until they get a permanent assignment. There is also one large boat temporarily moved from the fragile end float on Walk 5 to Walk 1 for the winter storm season. We have experienced several major wind storms; so this relocation has likely saved us some damage.

I foresee some new slip assignments and a reduction of the waiting list, by April.

Looking forward to March, we are planning for two large "special work parties" to install the four new concrete finger docks coming to us in late March or in April. Before the docks arrive, we will move four fingers off of Walk 2 and install some existing 36 foot concrete ones on Walk 4. Old wood finger docks will then be stored behind the dredge pending removal. The second work party will occur the day the truck arrives at Schooner Creek Boat Works with the four new 38' docks. The work will involve launching and towing them to the Club and installing them on Walk 2.

I will notify ahead of time any members who need to move their boats to make room for this upgrade.

I have been contacted by several members about an upgrade and expansion to our dinghy storage. Several other members have inquired about creating some kayak storage. If the Commodore wishes, I will be glad to coordinate a committee to gather designs and construction ideas for this project. I would note that the present three-level dinghy float beside the west headwalk is showing age, wear, and weakness. If anyone wants to consider using materials other than treated wood, like thick-wall PVC or galvanized steel tubing, let's talk about it. When considering new dock designs, note that dinghies can be stored either sideways or end-in. Kayaks could be stored vertically or horizontally. In either case we need to consider water or potential snow/ice loads and wind force. There are probably several different "right" answers to these questions.

Regular Dock Maintenance. Our concrete docks need only a fraction of the upkeep that the old wood ones did, but that upkeep is VITAL if we are to get the 50+ years out of them that we expect. Aside from the episodic six-hour scramble that constitutes a Saturday club work party, we really need some regular annual cleaning and resealing of the wood wales and concrete surfaces. We also must have an annual bolt-by-bolt (!) survey to tighten loose nuts and straighten the finger docks. The latter need is a direct result of our being on the main channel with wakes constantly stressing our whole moorage system.

Dock Boxes. Whether building or buying a box, be sure it fits within the triangle and does not stick out onto the headwalk or onto the finger dock that you share with your neighbor.

Thanks for all of your help and support.

Proposed By Laws Change

As required by Article XXI of the By Laws of The Rose City Yacht Club, Inc., amendments to the By Laws must be published in the notice of the meeting, and must receive a 2/3 vote of eligible members present to be approved. This notice provides the wording of a proposed By Law change to be voted on at the February 21, 2007, general meeting. The full text of the By Laws may be found in the 2006 Yearbook, beginning on page 66.

Below is the full text of Article III, Section 2. The portion proposed to be changed is shown in *italics*.

Article III, Membership, Section 2, Inactive Member

Any member who has been active for three consecutive years, and has ceased participation in club boating, may, upon approval of the Board of Directors, become an Inactive Member. An Inactive Member shall be entitled to participate in club activities, but shall not be entitled to vote, to moorage, or to hold office. ***An Inactive Member shall not be subject to work obligation, but shall be subject to all other obligations of Active Members, except that club dues, capital improvement funds, and building and dredging funds shall be ½ of the sum for Active Members.*** Upon approval of the Board of Directors, an Inactive Member may return to active status by payment of such fees, dues, charges and assessments, and upon such other terms as the Board of Directors may deem proper.

Proposed wording of italicized portion, with proposed new wording underlined:

An Inactive Member shall not be subject to work obligation, but shall be subject to all other obligations of Active Members, except that club dues, fees, and assessments shall be ½ of the sum for Active Members.

Purpose: The proposed new wording of Section 2 brings it into alignment with Section 4, Life Member. By making this change, the need for a change in bylaws each time a new fee structure is approved is eliminated.

Recommendation: The Board of Directors recommends approval of this amendment.

Racing at RCYC

PHRF-NW NEWS: Some members have certainly been following the “new protocol” issue closely, and there is news to be reported: the proposed protocol is dead! At the annual PHRF-NW meeting in Seattle, the Handicapper’s Council decided that the new measurement protocol be abandoned. PHRF-NW was on the verge of implementing a new measurement protocol that would have addressed several loopholes in the current protocol. Maybe the changes were too radical, or maybe they were just too hard to understand, but either way the proposed protocol has been abandoned. So what does this all mean to the club’s racers? At this time there are no changes to your PHRF-NW rating or in how your rating or your competitor’s is calculated.

RACING NEWS: A report on the 7 January 2007, Duwamish Head Race would not be complete without a note about the delivery trip. While most deliveries are casual, routine trips under sail, motor or some combination of both, this trip was far from routine. Kim and I arrived in Tacoma on Friday morning and prepared *Gladiator* for delivery to Des Moines. After loading gear and scrubbing the bottom, we left the Foss Waterway at 1230 in about 15 knots true and a light rain. We had only the “delivery” main rigged, an old cut- down Dacron rag, and we were making 5+ knots across Commencement Bay in rather flat water. By the time we got around Brown’s Point and out into East Arm, we were making a steady 7+ knots in 20 knots with 3’ waves. About halfway to Des Moines we hit our first “9+” on the knot meter, followed shortly by a “10”, then an “11”, then a “12”. By this point we were sailing at a steady 8+ knots, surfing off 4 – 6 foot waves in a sustained 30 knots of breeze and regularly hitting

10s & 12s as we skipped over one wave and punched into the next. At times the bow was under water to the mast or the boat was launching out of the water to the keel. I thought it was fantastic; Kim thought a trip to the psychiatrist was in order. During the delivery, the winds peaked at 35 sustained, gusting to 40+, and kept more than a few Seattle boats home for the weekend. Kim was shaken, I was stirred. With the boat put away it was time to warm up at the bar.

The wind was up all night, blowing the dogs off their chains; but by Saturday morning it had dropped off to a scant 0–5 from the west. We got underway early, sorted out the boat, got in some practice, and dialed in the trim. By our 1020 start, the wind had filled in to about 6–8 knots from the south. We pulled off a killer downwind start with great leverage on the rest of the fleet and gained some early separation, but through the first leg lead changes were frequent. The wind oscillated from 5 to 10 knots for most of the leg, and our fleet remained tightly bunched until just south of Alki Point. As the wind built to 12–15, we kicked the boat into dead-down mode, putting two crew at the mast and everyone on the weather side; the bow was down, the boom was sticking up in the air, and we were going fast. We were even with *Squirt* (Schumaker 22) and putting bricks on the Moore 24 and Olson 25. Life was good!

As we came around Alki Point and heated up to a close reach, there was a line of 50+ chutes heading straight at the Seattle skyline, a truly awesome sight. We held the chute into Elliott Bay and rounded Duwamish Light, then made a course west for Blakely Rock, close reaching on the jib in about 20 knots. At this point we were hot on *Squirt* and

making our time on everyone in the fleet. Our biggest threat at this point was the Moore 24 *Lowly Worm* about 2 minutes behind us.

We set up to round Blakely Rock in a nice lane about 200m north of it, with a lead mine 200m to the north of us. We thought we might be making a risky approach, but *Lowly Worm* was yet another 150m inside of us. As we approached the rock, we started to see constant 7’ readings on the depth sounder: Had we cut the corner too close? And, if we had only 28” under the keel and *Lowly Worm* was well inside of us, weren’t they certain to hit bottom? Well, those crafty guys on *Lowly Worm* (with no depth sounder mind you!) pulled it out and passed us at the rock; we had thrown away our two-minute lead by being conservative and rounding “wide” in 7 feet of water!



Approaching Duwamish Light and chasing down the “big” boats (photo by Joe Ernst)

The last leg was a beat to the finish and not our strong point of sail in these conditions against the heavier Moore and Olson boats. We chased down *Lowly Worm* in a wind shadow and gained an overlap, but the wind soon came up and the best we could do was to stay even with her. As the wind and seas continued to build, both the Olson & Moore changed head sails, and we overtook *Lowly Worm* as they struggled

Racing continued on page 7 ►

Racing continued from page 6

with their sail change; we opted to crack off a few degrees and just kept the pedal down instead of shifting down sails. As we owed **Lowly Worm** 30 seconds, it became a roll of the dice for us: if we shifted down headsails, we would



Squirt with guys on the wire with *Gladiator* in pursuit (photo by Sean Trew)

be back even with her; but if we sailed smart with what we had, we might be able to hold enough of a lead to win. Our lead was not to last, however; by Three Tree Point, **Lowly Worm** had reeled us in and we were even again. We cracked off a few degrees and started to reach for the finish with **Lowly Worm** just ahead of us. She managed to stay ahead for the win, but I can't complain about how we sailed—well, one bad tack on my part that cost us about 30 seconds, but otherwise a great race. We ended the day 2nd in our division and 4th overall out of the 58 boats that turned out! A great day of sailing, with wind all the way around the course, no rain, not too cold, bright enough to wear shades, only around 5 gallons of saltwater inside the boat, and a rock star performance by the crew.

We made it back to Des Moines in time to crane out to the trailer; a very good thing as Sunday had winds back in the mid 20s to low 30s. Those conditions are fine for a delivery going downhill, but not for pounding into it. So the next race is the Toliva Shoal Race out of Olympia in February. This time the delivery trip should be at a much more comfortable 70 mph up I-5 with heated seats.

Eric Rimkus



Winter sailing is just like summer sailing, but with more clothes! (photo by Sean Trew)

Want to get ahead of the curve?

Here's what to do: **sign up as a Clubhouse Steward** for one of the few remaining months in 2007. Does your schedule make the work parties problematic? Then the clubhouse option may be for you!

Meet your work hour commitment for the whole year by signing up for an available month. You can do the clubhouse duties on your own schedule in a few hours and have the satisfaction of helping to maintain our wonderful floating clubhouse.

Contact Clubhouse Chair Jas Adams (jadams@teleport.com or 503-349-0840) to reserve your month. Requests honored on a date-received basis.

RCYC EDUCATION

Don't overlook this great opportunity. Evening classes continue:

- Thursday, February 15th, 7:30 pm:
Diesel Engine Fuel and Troubleshooting
- Thursday, February 22nd, 7:30 pm:
General Engine Maintenance, Including Valve Adjusting

Contact: Norm Gustafson, Education Chair

E-mail normnjan@sprynet.com

Cell 360-823-6357

Suddenly Alone - Know You Can Handle It

Suddenly Alone is for cruising sailors, particularly for shorthanded cruising sailors, and most acutely for the less experienced member of a crew, the prospect of being Suddenly Alone is a daunting fear.

The Suddenly Alone seminar is designed to give you the tools to prepare yourself to be **Suddenly Alone** and know you can handle it.

Instructor: John Rousemaniere, Author of the Annapolis Book of Seamanship

Course Date and Time: March 17, 2007, 9am - 5pm

Location: North Sails Oregon

7911 NE 33rd Dr. #390 (loft), Portland, OR 97211

For cost, further information, and registration contact North Sails Oregon: 503-282-4282 or <http://shop.nwcanvas.com>.

Order your Foghorn on line--get it early & in color!
 Receive the Foghorn as a PDF file and save the Club the costs of printing and postage.

Bottoms Up!

In recent years we have developed a tradition of recognizing the dredge crew by having a party in their honor. On **Saturday, March 3rd**, we will again gather for a night of fun, celebrating that the bottom of the river is now on the top of our bank, hence, the Bottom's Up Party. This will be a potluck event provided by the non-dredging members of the club. Snacks, non-alcoholic beverages and dessert will be provided. Party at 6:00; dinner at 7:00. **Please contact Bob and Leslie Phillips if you can help out** with set-up or cleanup. *Bob Phillips*



Dredge being moved from the Walk 3 fairway to the Walk 4 fairway. In the work boat is Fred Whitfield, on the dredge is Loren Beach, and on the dock is Doug Hepburn.

RCYC UPCOMING Events, Meetings, and Functions:

February 2007

2/01	RCYC Education, 7:00 pm	2/21	RCYC General Meeting, 7:30 pm
2/03	RCYC Commodore's Ball, 6:00 pm	2/22	RCYC Education, 7:00 pm
2/06	OWSA Basic Sailing, 7:30 pm	2/24	Private Party, G. Whitney, 7:00 pm
2/08	RCYC Education, 7:00 pm	2/25	RCYC Open House, 2:00/4:00 pm
2/13	OWSA Basic Sailing, 7:30 pm	2/26	RCYC Board Meeting, 7:00 pm
2/14	OWSA General Meeting, 7:00 pm	2-27	OWSA Basic Sailing, 7:30 pm
2/15	RCYC Education, 7:00 pm		
2/17	SYSCO Introduction to sailing and racing, 7:00 pm		
2/20	OWSA Basic Sailing, 7:30 pm		

March 2007

3/01	RCYC Education, 7:00 pm	3/17	RCYC St Patrick's Day Party, 5:30/6:30 pm
3/03	RCYC Work Party, 9:00 am	3/20	OWSA Basic Sailing, 7:00 pm
3/03	RCYC Bottom's Up, Dredge Party, 6:00 pm	3/21	RCYC General Meeting, 7:30 pm
3/06	OWSA Basic Sailing, 7:00 pm	3/24	RCYC Walk 1 BarBQ People Going North get-together, 5:30/6:30 pm
3/08	RCYC Education, 7:00 pm	3/26	RCYC Board Meeting, 7:00 pm
3/10	RCYC Work Party, 9:00 am	3-29	SYSCO Racing Clinic, 7:00 pm
3/13	RCYC New Member Orientation, 7:00 pm		
3/13	OWSA Basic Sailing, 7:00 pm		
3/15	RCYC Education, 7:00 pm		

► Check the web site for updated Club dates and more information about RCYC. Also view and/or download your Foghorn from the RCYC web site. www.rosecityyachtclub.org

RETURN SERVICE REQUESTED

